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INTERIM BICYCLE PATHS PLAN

INSTITUTE OF GOVERNMENTAL
STUDIES



MAR 26 1985

UNIVERSITY OF CALIFORNIA BERKELEY





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SCALE IN FEET

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CARQUINEZ STRAITS

SUISUN BAY

SACRAMENTO RIVER

SAN JOAQUIN RIVER

SAN PABLO BAY

PINOLE

RICHMOND

SAN FRANCISCO BAY

EL CERRITO

Kensington

SAN PABLO

HERCULES

MARTINEZ

PEASANT HILL

LAFFETTE

WALNUT CREEK

MORAGA

COYON

DALINE

SAN RAMON

DIABLO

MOUNT DIABLO

ANTIOCH

OAKLEY

BRENTWOOD

KNIGHTSEN

BYRON

MOKELUMNE

LONE TREE WAY

CYPRESS RD

INTERIM BICYCLE PATHS PLAN

PART OF THE RECREATION ELEMENT OF THE GENERAL PLAN OF CONTRA COSTA COUNTY, CALIFORNIA

The following text was adopted as a part of the Interim Bicycle Paths Plan.

PURPOSE

This interim version of the Bicycle Paths Plan was developed to provide an official plan for Contra Costa County to use in funding and implementation programs, and in inter-governmental coordination activities, during the period that a full trails-and-paths plan is being reviewed and processed for adoption. An interim plan is necessary during the period because decisions on the selection and design of initial County bicycle paths need to be made in the context of a Countywide network.

This Interim Bicycle Paths Plan was prepared in conjunction with similar plans for Hiking Trails and Riding (horse) Trails. All three trails systems were developed to a large extent through the use of available city and regional agency trails plans and with information supplied by various user groups.

Ultimately, this plan is expected to be superseded by a complete "Trails and Paths Plan", including Hiking and Riding Trails, which will be an addition to the Recreation Element of the County General Plan.

The intent of this plan is to facilitate circulation as well as to expand recreational opportunities. Therefore, this plan is also a functional part of the Circulation Element of the General Plan. The trails system is designed to connect with local parks and schools to the extent practicable.

DEFINITIONS

PRIMARY BICYCLE PATH. Paths of this class connect residential neighborhoods and major destinations of bicycle traffic. They will normally accommodate high volumes of short distance traffic as well as inter-community movement. Ultimately Primary Bicycle Paths are expected to be developed on their own pathways which are physically separated from other trails or from vehicular traffic.

SECONDARY BICYCLE PATH. Paths of this class connect important but less frequently traveled destinations, and may be limited in use and development by topography and other restraints. Implementation may take the form of bicyclist protection measures (such as the provision of warning signs to motorists) instead of separate path installations.

PLAN NOTES

1. Only major connections are shown through incorporated areas.
2. Internal paths and trails in major parks and watershed lands are not shown.

3. All trails in unincorporated areas have been field checked but require additional detailed design studies before implementation. The feasibility of some trails is contingent on the results of these later studies.
4. Certain Bicycle Paths may be developed in conjunction with other trails.
5. Development of the Bicycle Path network will have to be staged over a period of many years. Similarly, the full development of any given path segment may be reached in stages.
6. All trails of East Bay Municipal Utility District lands are suggested facilities that are subject to approval by the Board of Directors of EBMUD.

IMPLEMENTATION

1. Most Bicycle Paths in the unincorporated area adjoin County roads. Some County road rights-of-way are adequate for the installation of paths and trails, but additional width will be required for full development in most cases. Subject to budgetary and program authorizations, the Contra Costa County Department of Public Works can become the main implementing agency for this plan.
2. A number of Bicycle Paths are proposed on public lands and rights-of-way controlled by public agencies such as the East Bay Regional Park District and the East Bay Municipal Utility District. In some cases, the current plans or programs of these agencies contemplate the installation of paths and trails, and discussions can be held with these and other public agencies concerning additional path-trails installations or the use of their lands for paths and trails.
3. Local recreation districts and service areas may accept the responsibility for installing certain paths and trails in their jurisdictions.

TYPICAL PLAN INSTALLATIONS

Typical cross-sections will be recommended for inclusion in this plan after studies sponsored by the State of California have been completed and their recommendations reviewed for best applicability.

CONTINUED TRAILS PLANNING

Following this plan's adoption, several bicycle path additions have been suggested by local cities and agencies and will be studied in the future. These include:

Extension of a bicycle path and riding trail northward from the Contra Costa Canal trail, through West Pittsburg, to the site of the proposed regional park at Mallard Slough.

Additional trails in the Clayton area, principally along Mitchell, Mt. Diablo and Donner Creeks, which would link with other regional trails and Mt. Diablo State Park.

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